

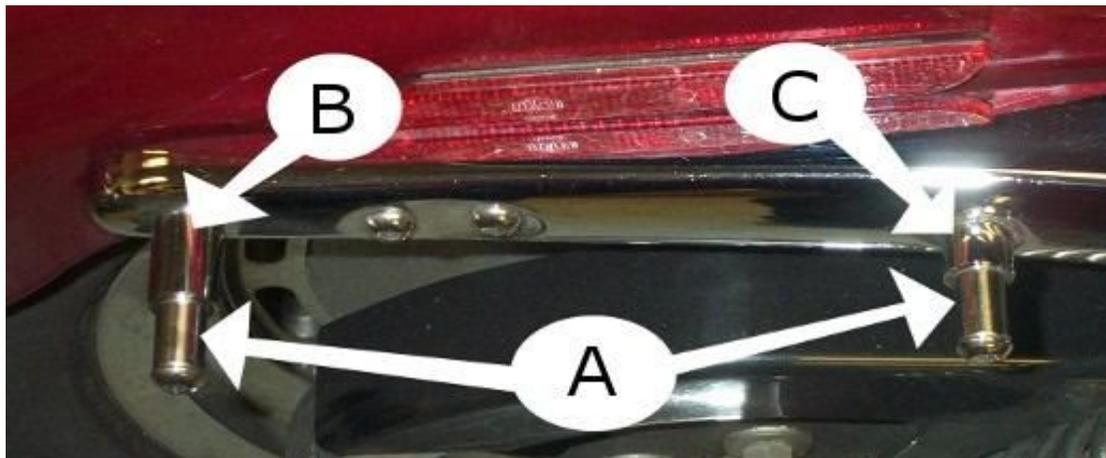
Installation instructions for Leather Pros CB5200 series Retro T-Sport saddlebags on 93 and newer Sportsters.

Will not fit models that have shocks with the extra external shock canister.

Note: if using a HD detachable backrest, make sure you have the proper docking points for your year bike and use the Harley docking points INSTEAD of the chrome spacers in step # 2.

1. Rear turn signals must be moved off the strut. This can be done with HD kit #68732-02B for bikes with a center tail light. Although Harley Davidson says this kit will only work on 04 and newer bikes, it will work on 93-03 models by drilling a 4th hole in the license plate area of the rear fender (like the 04 and newer models have) for the wires to go through. If you have a 93-03 bike, you can use the drilling template we supply in our hardware kit for the proper placement of the hole. Place the template over the 3 holes in your fender and use a hammer and center punch to punch through the "X" on the template. Drill a 3/8" hole at this location. Now you can install the relocation kit just like on the 04 and newer bikes. **Nightster models require HD relocation kit #73279-10. Check with your dealer or www.greatbikegear.com for relo kits for newer Sportsters that have integrated tail lights with turn signals and have side mounted license plates.**

2. After the turn signals have been relocated, starting on the right side of the bike, refer to the photo below. Replace the rear bolt on the strut with a 3" bolt, 3/4" long docking point (A) and 1" chrome spacer (B) from this kit as shown in photo below. Fully tighten down with provided lock nut or use locktite if using threaded tab behind fender. On 04 and newer models, replace the front bolt on the strut with a 3" bolt, 3/4" long docking point (A) and 1/2" chrome spacer (C) from this kit as shown in photo below. On 93-03 models, use a 1" chrome spacer at point (C). Fully tighten with provided locknut. **If you have larger diameter shocks, or if the seat conflicts with the bag, use the longer 3 1/2" bolts and an additional 1/2" spacer on the front docking points to move the bag slightly further out for clearance. DO NOT USE BOLTS NOT INCLUDED IN THIS KIT!!!!**



3. Repeat step for the left side of bike.

TO PUT THE BAGS ON THE BIKE

Step A. These bags are made with a locking / safety lever on the inside of the bags that can be padlocked to the adjacent D-ring to lock the bags to the bike (padlocks not included). This lever must be lifted up as shown in photo #2 to be able to put the bags on, or take them off. With this lever in the up position, lift the clamping lever all the way up and forward as shown in photo #3 and position the bag onto the 3/4" small spacers. The saddlebag bracket needs to be all the way against the bigger chrome spacers (or HD docking points if using a detachable backrest). (see photos 4 & 5).



Photo #2



Photo #3

Step B. With the bracket in position, push the clamping lever all the way down. It should take about 25 lbs. of pressure to do this and you should feel a “clunk” when the bracket reaches over-center (similar to a vice grip). Be sure and read the “ADJUSTMENTS” section for proper operation. **The brackets will need to be adjusted as they break in, and periodically for the life of the bags**

Step C. Double check position of bracket, it should look like photo #4, if it looks like photo #5, go back to step A. **IF BRACKET IS NOT CLAMPED IN CORRECT POSITION, THE BAGS WILL RUB ON SUSPENSION & POSSIBLY FALL OFF!**

Photo #4
Correct

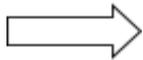


Photo #5

WRONG!



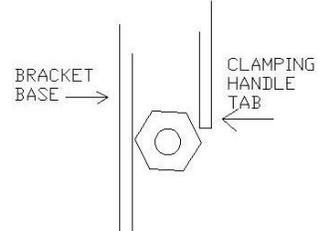
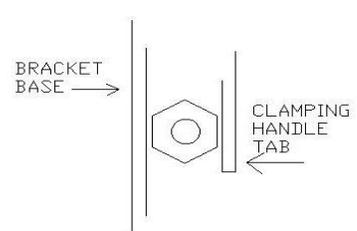
Step D. Push the locking / safety lever on the inside of the bag to the down position.

TO REMOVE BAGS FROM BIKE

Open the bag and lift up the locking / safety lever. Lift the clamping lever up and all the way forward. Pull the bag away from the bike. It will take a little practice to do this smoothly, as the bolt heads are slightly larger than the 3/4” spacers that the brackets clamp onto, and the bracket hole will catch on the bolt head lip if not centered.

ADJUSTMENTS

The brackets are built with a special 6 sided turnbuckle to adjust the clamping pressure. The clamping handle is made with a tab, that prevents the turnbuckle from loosening when closed, (see drawing below, left). To adjust the pressure, lift the clamping handle and think of the 6 sided portion of the turnbuckle as a nut on the eye-bolt that attaches it to the clamping handle. If you unscrew the “nut”, you increase the pressure. The opposite decreases the pressure. When adjusting, you need to first loosen the locking nut, then rotate the turnbuckle in 1/6th of a turn increments to keep the flat side of the turnbuckle parallel with the bracket base (as shown in the left drawing). If it is not parallel (as shown in the right drawing), the clamping handle will bind up and not close properly. The clamping pressure is adjusted close at the factory but every bike is different and yours may need adjusting. Re-check the clamping pressure after a few miles and periodically as they “break-in”. **CAUTION- You only want about 25 pounds of pressure to close the clamping lever. If you adjust it tighter, it will be VERY difficult to lift the handle to remove the bags, and you may damage the mechanism. Re-tighten the locking nut when finished. This locking nut is to prevent the turnbuckle from turning when the handle is up.** The only other adjustment is the bolt that holds the eye-bolt to clamping handle. If it gets excessively loose over



time, you can tighten it by first removing the adhesive strip on the inside of the bag, next to the D-ring. This will expose a small

hole that you can put a #3 phillips screwdriver through. Using the screwdriver on the inside of the bag and a ½” wrench or socket, tighten the bolt just enough to eliminate excessive play. Put adhesive strip back in place.

PUT THESE INSTRUCTIONS BACK IN THE POUCH AND KEEP FOR FUTURE REFERENCE.

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